

February 15, 1984

Rough notes of Ad Hoc Committee meeting held on 2/14/84.
Present: Allan and Liz Campbell, Patricia Blood, Robert Rumpf, Kent Maxfield, Maurice Whalen, and Gloria Adams. Andrew Johnson, Sharon Godfrey, and Dorothy McCormick were unavailable to meet.

After reviewing the consultant's analysis of the proposed CIA roadway improvements, the following points are submitted as a consensus report. There should be:

- (1) NO SIX LANES actual, installed Route 123 as currently proposed--will accept four lanes improved (grading, etc.).
- (2) A complete, regional review of McLean AND surrounding transportation corridors undertaken prior to CIA expansion/occupancy with recommendations for correction submitted to appropriate government officials and legislation submitted by Capitol Hill delegations to enact such recommendations.
- (3) Traffic signals installed (regardless of alternative chosen) at Potomac School Road, Merchant Lane, and Turkey Run Farm Road for rush hour use and at other times, a caution light blinking.
- (4) Entrance at Turkey Run Farm Road/Route 193 open to traffic at all times.
- (5) A statement on where traffic signs will be placed along Routes 123 and 193.
- (6) A statement on whether environmental impact statements shown as "significant" for Alternatives 3 and 4 are actually long-term or short-term.
- (7) A statement why consultant's report clearly lacked a position on (a) the beltway widening needs addressed verbally by consultants; (b) intersection problems of Route 123/Kirby Road/Parkway, and (c) understanding by everyone that Route 193 is clearly a traffic hazard.

With respect to Alternatives 1-7 for Route 123/CIA entrance, the following comments are made:

- (1) Alternative #1. Negatives are:
 - o six lanes
 - o no light at PSR
 - o eight lanes in middle
 - o no break at Merchant Lane; sight distance very poor
 - o took extra two lanes at Saville Lane

(2) Alternative #2. Negatives are:

- o seven lanes of traffic at PSR
- o CIA traffic must cross west bound lanes by signal;
- o Route 123 left hand lane will back up and Route 193 will back up on left turn
- o three lanes on Merchant Lane bad due to no merging lane and no traffic light.
- o three lanes for Saville Lane area

Advantage: roadway is away from Evermay and Clearview Manor.

(3) Alternative #2a. Negatives are:

- o fly-over merge unacceptable in addition to comments outlined above.

(4) Alternative #3. (Best alternative if limited to four lanes.)

What are requirements for signs/lights on fly-over?
Saville/Merchant Lane area - what does the map mean?

(5) Alternative #4. Negatives are:

- o weaving problem from CIA to Route 193
- o five lanes are merged into three lanes at Merchant Lane (similar to problems of Route 270/Beltway in Maryland)
- o bad design at Route 193/Turkey Run Farm Road
- o bad design re land requirements for Saville/Merchant Lane
- o no lights

Advantage: unrestricted transportation flow

(6) Alternative #5. Negatives are:

- o bad sight distance at Merchant/Saville
- o made extra lane at Evermay
- o weaving at 193/123/CIA entrance very bad
- o Turkey Run Farm Road has sight problem
- o bridge area at CIA is ugly and too much land used

(7) Alternative #6. Negatives are:

- o tri-level fly-overs are bad, especially if not at current ground levels
- o blind corner at Merchant Lane
- o weaving is bad on Route 193 to Route 123 to CIA
- o very bad esthetically
- o Turkey Run Farm Road is unclear

(8) Alternative #7. Negatives are:

- o Turkey Run Road entrance?
- o Turkey Run Road to 123 to 193 (map is unclear)
- o blind corner at Merchant Lane
- o Saville Lane corner cut
- o tri-level fly-overs--NO

One question which kept surfacing concerned the six lanes shown on maps--what happens to all the traffic--does it funnel from six lanes to two lanes--same question applies to either the Dunaway Court or Merchant Lane area\$.

Another question which is very important--will people be added to CIA compound (even in small increments) prior to all transportation improvements (roadway) being accomplished?